

INTIMATION.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WE BEG TO NOTIFY THE ARRIVAL
OF OUR NEW SEASON'S

CONFECTIONERY

COMPRISING SELECTIONS OF THE
FINEST AND BEST DESCRIPTION,
FROM THE SIMPLEST QUALITY TO

THAT OF THE FINEST AND MOST

RECHERCHE CHARACTER, IM-

PORTED FROM THE LEADING

LONDON AND PARISIAN

MANUFACTURERS.

A. S. WATSON & CO.
LIMITED,

THE HONGKONG DISPENSARY,

QUEEN'S ROAD CENTRAL.

will, as usual, be held in private, and the report on the evidence collected will be laid before the Governor.

It is sincerely to be trusted that the new Commission may be able to arrive at a satisfactory conclusion as to what changes are needed to be made in the Public Works Department. There are no two opinions possible, even in the most official of minds, as to the total inadequacy of the present P.W.D. staff for the enormous amount of work requiring to be done. The Department is, as His Excellency reminded us the other day, the chief spending department in the Colony, and it is therefore all the more urgently needed that its work should be done in a thoroughly efficient manner. It has halted along for years now, utterly unable to cope with its duties. In consequence many of our public works are almost a byword among Eastern colonies—an extremely discreditable state of affairs in a rich colony like Hongkong. It cannot be said that there is anything startling about the composition of the new Public Works Commission, or that a revolutionary report can be expected as the result of its sittings. The official element is strong, and the non-officials are well-known to the public; there is no semblance of the agitator about anyone concerned. Nevertheless the state of the Public Works department so cries out for alteration that the most staid and sober of Commissions cannot fail to discover the main evils of the existing system and suggest improvements. What is most to be dreaded is that an attempt may be made to tinker up the old Department, which is seriously to be deprecated. We have been warned to prepare for extra taxation. Let us at least know that we are going to pay for something worth having. An improved Public Works Department would be costlier than the present Department, already the chief burden on the Colony. But this would not be grudged if we could see actual results for our money. When we look on the wretched roads, unstable buildings, and other such public evils as mark modern Hongkong, we may well resent having to pay what we do, light though our taxation be in comparison with other Colonies. The local public has been long suffering, even to apathy, but we do not fancy that it will be anxious to see taxes mounting and the old bad methods continuing. The present administration has an excellent chance of differentiating its rule from those of most of its predecessors, if it had only the courage to take it.

We were informed from the Colonial Secretary's Office on Saturday that there have been no cases of plague in this port during the last ten days, and that the Colony may be now considered as free from plague in accordance with the Venice Convention.

We are glad to learn that Dr. J. A. Lowson is on his way back to this Colony from Australia in improved health.

A typhoon warning was issued from Manila Observatory on Saturday, reporting a typhoon in the Pacific, S. E. of Luzon.

Mr. G. J. W. King has been appointed Acting Assessor, during the absence of Mr. D. Wood, and Mr. W. A. Crane, Acting Government Marine Surveyor, during the absence of Mr. E. C. Dixon.

On Saturday the British hospital ship *Carthage* left for Bombay and the U. S. monitor *Monterey* for Shanghai. Yesterday the British transport *Pontalca* arrived from Calcutta, and the French cruiser *Sigs* from Canton.

"B" Company of the Volunteer Corps is to be disbanded, the reason being that as to nearly all of its members are recruited from the Naval Yard their services would not be available in the event of the Corps being called up for service.

The return of Stamp Revenue for the months of September 1900 and 1901 shows a decrease for the latter month of \$5,063. The only item which increased largely was Charter Party, \$1,059.80; next coming Banknote Duty \$689.18, Bill of Lading \$182.70, and Policy of Insurance \$481.60. On the other hand Conveyance or Assignment showed a decrease of no less than \$7,942, and Probate, or Letters of Administration, declined \$1,403.50.

The following returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended 30th September, are certified by the managers of the respective banks:

Banks.	Average Amount.	Specie in Reserve.
Chartered Bank of India, Australia and China	2,829,843	1,600,000
Hongkong and Shanghai Banking Corporation	7,922,633	5,000,000
National Bank of China, Limited	439,431	150,000
Total	\$11,191,907	6,750,000

Professor W. A. Davis, who as much as anyone among our recent visitors, the Australian Vaudeville Company, served to entertain the Hongkong public, is back again in the Colony and proposes on Thursday evening next to give us an entertainment which promises most excellently. Professor Davis will be assisted by an efficient staff, and has in person of Mr. W. F. Cullen a vocalist already well known to Hongkong. Considering the dearth of amusement in the Colony recently, there should be a full house to welcome the Professor and his companions on Thursday next.

Mr. J. H. Kemp, Acting Police Magistrate, is still ill.

Mr. Ho Ko Tsun has been appointed a public vaccinator.

The proclamation declaring the ports of Formosa to be infected has been revoked.

The announcement that H.E. Sheng Huan-hui has been appointed Commissioner to take part in the approaching revision of the Tariff, having for assistants Messrs. Hippenley and F. E. Taylor of the I.M. Customs, is confirmed by an Imperial Edict of the 1st October.

Messrs. Erich Georg & Co. say in their weekly share list, dated the 12th October:—Business during the early part of the week has been pretty lively, resulting in an advance in prices of several stocks, but towards the close the market has quietened down again, and part of the advance in rates has been lost.

It was reported in Shanghai mandarin circles last week that H.E. Huang Tsu-lu, formerly Tso-tai of Shanghai, now Salt Commissioner of Chekiang province at Hangchow, has received intimation from a reliable source at Peking that he is to be the next Minister to the United States in succession to H.E. Wu Ting-fang, now transferred to the Court St. James, vice Lo Feng-lu, time expired.

On the 8th inst. the following resolution was brought before the Shanghai Municipal Council:—That the Council be and is hereby requested and authorised to consider such offers or tenders as may be submitted before the next annual meeting for the construction and working of tramways in Shanghai, the final selection of a scheme to be submitted to the ratepayers for ratification at the next annual meeting.

Four battalions of Japanese troops were stationed at Peking after the withdrawal of the Fifth Division, and one battalion was recently sent to Shanghai to relieve the marines previously stationed there. The Japanese authorities are discussing the advisability of reducing the number of troops in Peking still further; but the War Department opposes the idea, in the meantime at least, as the condition of affairs in North China is still far from being satisfactory.

The *Ostendische Lloyd* of the 4th inst. says that the docking facilities which Japan offers for the repairing and overhauling of men-of-war are beginning to be appreciated by the different foreign nations, and that Germany now prefers to send her ships for cleaning or repair to healthy Japan in preference to Hongkong "which is plague-stricken the best part of the year." The German cruiser *Buesard* and *Hertha* have been sent to Nagasaki for repairs, and it is expected that the flagship of the German Asiatic squadron, the *First Bismark*, will also shortly be sent to Nagasaki.

The *N. C. Daily News* says:—What with the British, French, German, and Japanese forces now stationed here, and the hundreds of men who could be promptly landed from the warships in harbour, a very formidable force indeed would be available at any hour of the day or night if required. It is not easy, however, to say what justification there is now for the presence here of all these troops. But it is on that very account all the more regrettable that the British force should have been reduced to such a small number. While other troops are here the British section should be the senior one, and not, as it is now, in a minority. But the ways of our Foreign Office in dealing with Chinese affairs are past understanding.

Captain J. R. Jellicoe, C.B., of H.M.S. *Centurion* at Portsmouth, possesses (according to the *Outlook*) that literary merit which enables him to draw humour out of tragedy and yet to address the Admiralty on strictly official lines. As the *Centurion* was sent to a tropical station she was supplied with a machine guaranteed to make 80 lb. of ice every twenty-four hours. Captain Jellicoe points out that in cold weather the machine worked well; when the temperature rose to 80 deg. Fahr. very little ice could be obtained; but when it came to 85 deg. the machine was absolutely useless. From Foochow to Port Said on the voyage home the temperature of the water was never less than 85 deg., and just as men were dropping down with heat prostration and fever no ice could be obtained. This, however, was remedied when the ship entered the Mediterranean, but then no ice was wanted. The matter has been referred to the Portsmouth dockyard authorities, who will, however, have to wait some months for suitable weather.

The following items are from the *Foochow Echo* of the 6th inst.—The event of the week in sporting circles has been the landing on Monday last of griffin ponies for our Winter Race Meeting. The animals had stood the short voyage from Shanghai well and were pronounced to be a fair average lot as far as appearance went. With their arrival the early morning meetings of the racing fraternity at the Grand Stand have commenced, and with the coffee there is plenty of chat about the prospects of the coming meeting.—The Foochow Camera Club, which flourished a few years ago, has been reconstituted. There are already twelve members. Mr. Wilbur T. Gracy is the Honorary Secretary.—The Annual General Meeting of the F. A. M. & D. Society will take place on the 10th inst. We learn on good authority that a play is in preparation for representation at the end of the month.—The Thursday practices at cricket are well attended by players and spectators and are much enjoyed by both.

We learn that the *s.s. Britia* has reached Saigon safely. On arrival she took on board a French naval doctor and sailed thence for Réunion. The 800 coolies are all in excellent health.

During the quarter ending the 30th September the samples examined under the Sale of Food and Drugs Ordinance were six of whisky and one of milk. The milk alone was found to be adulterated.

The Filipino members of the Philippines Civil Commission, Senores Benito Legardo and Pardo de Tavera, have lost their suit for libel against the editor of the Spanish periodical *Misa*, Senor Valdez, at Manila, and will have to pay the costs.

Over 10,000 antique articles, alleged to be relics of Buddha, were unearthed recently at Minbu by the trustees of the Zidiymyans Society; and the whole of the inhabitants of the town turned out and worshipped them, says the *Times of Burma*. The *payagyas* (trustees of the pagoda) are preparing for a grand festival; and it seems probable that immense numbers of pilgrims will visit Minbu from all parts of Burma.

The *Ostendische Lloyd* states that the German community at Shanghai contemplates forming a German Concert Society, which will give three annual concerts, at which only the best productions of the great masters will be given, and thereby show that the Germans at Shanghai are both able and willing to contribute as much toward the promotion of social life in the international colony as the English and French have been doing with their Amateur Dramatic Club and Société Dramatique Française.

The *Manila Critic*, writing of the recent massacre in the Island of Samar, writes:—*Appropos of the bands of ladrones styling themselves insurgents, public opinion is undoubtedly in favour of a more vigorous policy by the army in dealing with these cut-throats. It is seemingly impossible to demonstrate to them by peaceful methods that law and order should prevail. The only lesson which seems to appeal at all to them is the one of extermination. If they cannot be kept under control otherwise they must be wiped out.* The *Manila Critic*, it may be mentioned, is a new weekly paper, published on Saturdays at Manila. It has now reached its third number.

The decision of the Admiralty to strengthen the Australian squadron by adding to it a small flotilla of destroyers is greeted by service papers as a step in the right direction, but it is not likely to content the commandants. The ships of the auxiliary squadron, one of the papers says, have passed into a state bordering upon the obsolete, and as the Australians are still paying the original annual subsidy, the decline of this little squadron amounts to something like a breach of faith on the part of the Admiralty. The naval commandants of Australia consider that the auxiliary squadron should be brought up to date, and trebled in strength. The coastline is, it will be admitted, rather extensive, and can hardly be patrolled by three third-class cruisers and a couple of torpedo-gunboats. By all means let us send destroyers to the chief ports—say, half a dozen to each—but this measure can hardly be expected to satisfy the Commonwealth.

The usual praise, says the *Naval and Military Record*, has been lavished upon the new cruisers of the "County" type, some of the newspapers asserting that the *Bedford*, for example, will be the finest vessel of her tonnage afloat. The latest type of British cruiser, ought, no doubt, to be the most powerful on a given displacement, but, in effect, we continue to be content with lighter armament than foreigners, the reason for which is far from clear. These cruisers of the county type are designed to carry fourteen 6-inch quick-firers and some light guns. They are armoured, it is true, but not much, if any, better than the Japanese cruisers of corresponding tonnage. These Japanese ships, six in number, carry four 8-inch guns and twelve 6-inch, an armament which gives them enormous superiority over the county class. The estimated speed of our cruisers is 23 knots, as compared with the 22 knots of the Japanese ships, but it must be remembered that no British cruiser has ever yet attained such high speed, notwithstanding expectations and water-tube boilers. As usual, our cruisers are designed to carry more coal than foreign ships, but although this is an advantage, it is quite possible to sacrifice undue to fuel stowage especially as we have an abundance of coaling stations in most parts of the globe. It is said that the Japanese cruisers in question are not designed to stow any considerable reserve of ammunition, but then, is any considerable reserve essential? In a modern action it seems probable that the result will be decided in half an hour or less. The victor will hardly be in a position to resume cruising until he has been repaired in a Dockyard.

A DISTINGUISHED JAPANESE IN HONGKONG.

General Fukushima, the leader of the Japanese troops in the Allies' march to the relief of the Peking Legations, and one of Japan's leading men of the present day, left this Colony on Saturday by the *Hongkong Maru* on his return to Japan.

Previous to his departure he called upon H.E. the Governor at Government House. He was received at the tram station with a special guard of honour of the Royal Welsh Fusiliers, with band and colours, and proceeded to breakfast, when H.E. Major-General Sir W. Gascoigne, C.M.G., the Hon. J. H. Stewart Lockhart, C.M.G. (Colonial Secretary), and Colonel the Hon. R. H. Berlie were among the guests invited to meet him.

General Fukushima first arrived here on Thursday, and left the same night for Canton on a visit to the Viceroy, returning here on Friday afternoon. General Fukushima has been on a holiday, but whether there is any political significance in his movements is unknown.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

THE CRISIS IN CHINA.

LONDON, 11th October, 9.55 p.m.

RUSSIA AND CHINA—MANCHURIAN AGREEMENT AGAIN.

The *Bourse Gazette* says that the Russian troops will not be withdrawn from Manchuria before China accepts the agreement with Russia which was rejected in 1900.

THE WAR IN SOUTH AFRICA.

LONDON, 11th October, 9.55 p.m.

DEFENCE OF THE GOVERNMENT.

Mr. Brodrick states that 200,000 men and 450 guns are now in South Africa. There are 69 mobile columns, perfectly equipped, in the field, and 100,000 men training at home. The country has no difficulty in meeting the calls made on her with the utmost promptitude. The authorities are delivering 10,000 remounts monthly, providing supplies for 814,000 men and 248,000 horses, and maintaining a reserve of four months' food.

LONDON, 12th October, 8.30 p.m.

LOTTER EXECUTED.

Commandant Lotter has been executed.

SCHEEPERS CAPTURED.

It is officially announced that General French's columns have captured Scheepers's commando.

GENERAL NEWS.

LONDON, 11th October, 9.55 p.m.

MARQUIS ITO-ILL IN CHICAGO.

The Marquis Ito has arrived in Chicago. It is reported that heart trouble is causing him anxiety.

REUTER'S SERVICE.

LONDON, 10th October.

SOUTH AFRICA—PROBABLE ESCAPE OF BOTHA.

The Dundee correspondent of the *Times* says it appears probable that Commandant Botha has escaped through the corridor formed by General Lyttelton.

YACHTING—THE AMERICA CUP RACES.

The New York Yacht Club has declined to permit *Shamrock II* to compete for the America Cup in 1902, the deed of trust forbidding such a course.

THE NEW AMER.

The accession of Habibullah Khan, the late Amer's eldest son, as Amer of Afghanistan has been peacefully accepted by his brothers and the Sirdars at Cabul.

LONDON, 10th October.

ESCAPE OF COMMANDANT BOTHA.

Lord Kitchener telegraphs that Commandant Botha has crossed the Bevaan River in the South-eastern Transvaal, and by this means escaped to the northward.

THE GOVERNMENT AND THE WAR.

Mr. Brodrick in a letter to Sir Charles Howard Vincent, who is just starting for South Africa, refutes the charges of apathy of the Government in relation to the war, and says that 200,000 men and 450 guns are now in South Africa. Over 100,000 men are training in England, and there is therefore no difficulty in meeting every call. Ten thousand remounts are landed monthly in South Africa. The writer further states that the Government will not flinch in asking the country any sacrifice necessary to bring the war to a speedy close.

LONDON, 11th October.

THE GOVERNMENT AND THE WAR.

Sir Michael Hicks-Beach, speaking at Oldham, said that the financial means supplied by Parliament for the conduct of the War were not exhausted, and that he did not anticipate an autumn session. The Government had noted in complete concert with the Cape Government, and had extended martial law as desired, in consequence of the smuggling of ammunition in beehives through Colonial ports.

IRISH OBSTRUCTION TO BE CHECKED.

The Government intended to propose an alteration of procedure in the House of Commons to check the obstruction of Irish members.

LONDON, 11th October.

SOUTH AFRICA—LOTTER SENTENCED TO DEATH.

Lord Kitchener has confirmed the sentence of death passed upon Commandant Lotter.

AMERICAN LADY CAPTURED BY BULGARIAN BANDITS.

Excitement is growing, especially in America, concerning the safety of Miss Stone, an American missionary lady, captured by bandits in Bulgaria. The Americans are offering a ransom of \$25,000.

SIR JOHN CARRINGTON'S FAREWELL TO THE VOLUNTEER CORPS.

After having acted for five years as Commandant of the Hongkong Volunteer Corps—five years spent in the arduous work of raising the Corps to its present state of efficiency, Sir J. W. Carrington, C.M.G., at a parade of the Corps at Headquarters on Saturday afternoon, bade farewell to the members—officers, non-commissioned officers, and men—of the body he has commanded with such marked success. The Corps paraded at five o'clock, a good muster falling in at the sound of the bugle. Preliminary evolutions, amply gone through, having been completed, the Corps stood at attention as Lieutenant-Colonel Sir John Carrington approached, to whom, as he finally stopped and faced his command, was accorded the general salute. Sir John then took his place at the head of the Corps, and, standing at attention, the entire force was photographed. Shortly afterwards H.E. the Governor, Sir H. A. Blake, G.C.M.G., and H.E. Major-General Sir William J. Gascoigne, K.C.M.G., accompanied by their aides-de-camp, arrived on the parade ground, and were also received with the general salute, the band, too, striking up. H.E. the Governor, who is Hon. Colonel of the Volunteer Corps, was attired in civilian dress. The Corps was then drawn up in three aides of a square to hear the farewell from their chief.

Sir JOHN CARRINGTON, who spoke with evident emotion, especially towards the end of his remarks, said the parade had been ordered that he might address a few words of farewell to the members of the Corps—officers, non-commissioned officers, and men—on resigning the command. Before saying these few words, however, he must make acknowledgment, on behalf of the Corps and of himself, to H.E. the Governor, for attending there on that occasion, and for his acknowledgment of the Corps. "It is a hard thing for me to say good-bye to you," continued Sir John, "because for the last five years the Corps has been very much in my life and my thoughts. I was appointed to the command of the Corps on the 14th of November, 1896, so that I have held the command for nearly five years. When I took over the command of the Corps there were only two units—the Field Battery and 'A' Machine Gun Company; the number on the roll was 140. To-day, as we stand on parade, there are six units of the Corps and a band, and the number on the roll is 382. Now you quite understand that I take no credit for any increase in numbers, which was almost entirely due to the impulse of military ardour which took place in connection with the troubles in the Transvaal in May 1899, and that impulse was maintained through the troubles in the North of China last year. But I cannot help thinking that great credit is due to the Corps, for though the causes which prompted the impulse I have spoken of have departed, the Corps has still kept up its numbers and its efficiency." Commenting on its efficiency Sir John reminded the Corps that the General Officer Commanding had declared it to be an efficient unit among the defensive forces of the Colony. Still, that assurance had been accompanied by the reminder that there was yet room for improvement. A great deal would have to be done in striving after proficiency, and Sir John trusted that the Corps would always remember that, and not be content to rest satisfied with the present numbers and the present state of efficiency. From the interest he hoped they believed him to have taken in the Corps during his command, he could honestly assure them that nothing would give him greater pleasure in the future than to hear that the Corps had kept up its numbers and had increased its efficiency. A good English Volunteer Corps, in the matter of efficiency, usually had as many as 97 and 98 per cent, sometimes quite 100, and there was no appreciable reason why the same thing should not be said of the Hongkong Volunteer Corps. One way of attaining that standard was to maintain an esprit-de-corps—a feeling amongst the Corps that a man must be efficient. If he was not efficient, the Corps did not want him; provided, of course, nothing prevented him from becoming efficient. That condition being eliminated, a man ought to be efficient. And get that feeling amongst yourselves, counselled Sir John, "that a man must become efficient if he is to remain in the Corps." Referring to those who had helped him in the performance of his duties, Sir John said he desired in the first place to thank the officers of the Corps for the way in which they had all acted with him during his command. A better set of officers he thought it was not possible for any Commandant of Volunteers to have. They had given great attention to their duties, were efficient in the performance of them, and were thoroughly good comrades, both as regarded one another, as regarded the non-commissioned officers and men, and as regarded the commanding officer. "As long as memory holds its seat in my brain," continued the speaker, "who was evidently deeply stirred, I shall never forget the good comradeship and fellowship of my brother officers of the Corps. With regard to the non-commissioned officers and men, I have to thank them all for their consideration during the time of my command. They have all behaved to me in the way I should have wished them to behave, and I can honestly say that during the time I have commanded the Corps I have never had a rude word or an angry look from any member of the Corps. That is a gratifying thing indeed to look back upon. I had been able to do more for you, my command, but at any rate I have done my best for you, for I have been very anxious to promote the efficiency of the Corps. Sir John then thanked the officers and warrant officers of the staff of

the Corps, whose performance of their respective duties he characterized as in every way excellent. "And now," he concluded, "I shall say good-bye. I shall always treasure the remembrance of my connection with the Corps, and I am sorry, very sorry, to part with you all."

In presenting Sir John with a handsome silver salver subscribed for by past and present members of the Corps, H. E. the Governor said—Lieut. Col. Sir John Carrington, I share with the officers, non-commissioned officers, and men of this Hongkong Volunteer Corps their deep regret at your retirement from the command of the Corps. When you arrived in this Colony you were already an experienced Volunteer and Militia officer, your service as an officer dating from 1871 when you were an ensign in the Oxford University Corps. You had also experience as a Major in the British Guiana Militia, a position that you held until you left that Colony for the Far East, so that your invitation to become Major Commandant of the Hongkong Volunteer Corps may be looked upon as the natural sequence of your long career. As you have told us, when you took over the Corps its strength was 140. It is now 382. What the condition of the Corps was when you assumed the command I do not know, but speaking in the presence of General Sir William Gascoigne, who will I hope add his testimony to mine, I am not afraid to say that you leave the Corps in a most creditable state of efficiency. No one knows better than I your undying interest in everything connected with the drill, discipline, and internal economy of your command, and I may say that when on the augmentation of the Corps, it was my pleasant duty to promote you to the rank of Lieutenant-Colonel. I felt that I had never signed a commission more richly earned by faithful and diligent service. I have been requested by the members of the Corps to ask your acceptance of a souvenir that has been subscribed for by past and present members of all ranks. Although I am Honorary Colonel of the Corps I did not dare to come here to offer to you this presentation of the Corps' gratitude against presentation of a nature on parade. But I think that, without any fatal results to discipline, the Governor may allow himself the pleasure of being the medium of making this presentation in the presence of the Corps, of again expressing for himself and for every member of the Corps their regret at your departure, and, further, hoping that the rest that you are about to take from your onerous labours will soon fully restore your health that has been temporarily impaired by a long-continued devotion to trying duties that you have discharged to the entire satisfaction of the people of this Colony. It only remains for me to ask you to accept this salver from your old comrades, with very good wishes for your future welfare and that of Lady Carrington and your family.

H. E. Major-General Sir William Gascoigne then addressed a few words to the Corps. He said he could add very little to the sentiments his Excellency had so ably expressed. Sir John Carrington and his Excellency had been kind enough to consult him as to the propriety of the parade, but although the existing regulations rather discouraged presentation of prizes or the presentation of souvenirs to officers leaving the Corps, he agreed most thoroughly with his Excellency that circumstances alter cases, and, for one, certainly thought it would have been a great hardship if the members of the Corps had been prevented by a hard-and-fast rule from giving a practical exhibition of the esteem and affection in which they held Sir John Carrington. Therefore he advised his Excellency to come down and make the presentation. Continuing, Major-General Gascoigne said he had had the pleasure of serving with Sir John Carrington for three years in this Colony, and thoroughly agreed with the encomiums passed upon him by his Excellency. As to the Corps, he had already told them of their efficiency, and he would again tell them now, but, as Sir John Carrington had said, they must continue to strive to attain perfection. They must do their best, beyond which no man could do more, and in the attainment of their object they would in the future afford the keenest satisfaction to Sir John Carrington when he looked back on the efficiency of the Corps he had had the honor of commanding for so long. In conclusion, the speaker begged to join in the hearty wishes for Sir John Carrington for health and every possible happiness in the future.

On the call of his Excellency the Governor, who, doffing his hat, said to the men, "Take off your helmets," three cheers and a tiger were given for Sir John Carrington, who, in afterwards returning thanks for the presentation, said the souvenir would be to him the most treasured of his possessions. He concluded—"I won't say any more now, and may Heaven send his blessings to you, both as a Corps and as individuals."

H. E. the Governor and H. E. Major-General Gascoigne, after shaking hands with Sir John Carrington, took their departure, and the parade was soon afterwards dismissed. In the Orderly Room Sir John's health was toasted in champagne by all the officers of the Corps. Later, headed by the Band playing "Auld Lang Syne," the officers escorted their late Commandant to the train station on his way to the Peak. He left the station to the strains of "Here's a jolly good fellow," followed by cheers. And so the Hongkong Volunteer Corps said good-bye to a Commandant whose popularity cannot easily be surpassed.

BEWARE
of the Party offering imitations of
MACNIVEN & CAMERON'S PENS.
"They come as a owl and a blessing to men.
The Pickwick, the Owl, and the Waverley Pen."
Sold at all Stationers.
MACNIVEN & CAMERON, Ltd., Waverley Works,
Edinburgh. (1903-4)

SWATOW.

[FROM OUR CORRESPONDENT.]

Swatow, 10th October.

A SEDITIONARY FLAG.

A fortnight has scarcely elapsed since the news of the outbreak against the mission stations in the interior reached us, when we heard of trouble brewing in some other quarter. It appears that at Tiet Shan, in the Po-Ning district, which is about 40 miles distant from here, and which was the scene of the late clan-fights, placards have been posted everywhere inciting the population to rise against the Government. The authors of the placards, who are unknown, give as their reasons that the Chinese officials oppress their own people, whereas they help and assist the missionaries. A white flag, purporting to indicate the villagers' hostile attitude, has been hoisted on a pole and exhibited in a conspicuous place. Although so far nothing has happened at Tiet Shan and no anxiety need be felt for the present, it yet behoves us to keep wide-awake as to what is taking place in the adjacent villages.

ACTION BY H. E. M. CONSUL.
I am informed that the British Consul has drawn the Chinese authorities' attention to the present state of affairs around here and to the issue of the placards at Tiet Shan.

THE CHINESE MAN OF WAR "FAR-PO"
Left this port for Canton on Sunday last.

FORMATION OF A RIFLE CLUB.
It is not so very long ago that I had occasion to remark upon the slow progress made at this port with regard to athletics. I am now pleased to state that we are making a move in the right direction. A circular was issued asking for volunteers to join in a rifle meeting. As the great part of the male residents so enthusiastically responded to the circular, it has been decided to form a rifle club, which, it is hoped, will be accomplished at no very distant date.

CRICKET.

CIVILIANS v. UNITED SERVICES.

Before referring to the match which was played on Saturday, we have to announce that Captain Waymouth, R.A., will be glad to receive the names of any civilians who would like a game on Thursday next beginning at 11 a.m. Persons desirous of playing should send in the names to the Honorary Secretary, Mr. P. A. Cox, not later than Tuesday noon.

Next Saturday there will be a match between the President's XII and the Honorary Secretary's XII, starting at 11 a.m. sharp. As this match is being arranged to give practice to men to whom may fall the distinction of representing the Colony next November, it is hoped that gentlemen invited to play will make an effort to do so, and especially to roll up punctually.

Had punctuality been observed on Saturday last, the probability is that the United Services would have been dismissed by tiffin time and the Civilians, going in fresh to bat, would have made a better fight of it. Another matter requiring attention and easily remediable is that batsmen should be ready waiting their turn to bat; much valuable time is wasted by breaking the two-minute rule. *Verb. Sap!*

Saturday was a day of small things, so far as runs were concerned, for the rain in the night had furnished a bowler's wicket. The fielding showed an improvement, we think, notwithstanding that it was not all catches which were held. But there is yet room for vast improvement, and we still miss that fielding attribute which can best be described as being on the tip-toe of expectation. That the onlookers can and do appreciate and encourage smart fielding is shown by the approval with which every piece of quick work in that line was received all round the ground. Apathy and something akin to disdain where fielding is concerned, are the chief blemishes in modern cricket, and Hongkong is, we are sorry to say, very much up-to-date in this respect. We don't want to rub it in too much, but we must re-iterate that the side which is nimblest on its pins, surest in its catches and quickest in its returns is our pet side, because it best plays the game and stands the best chance of winning. There is no doubt also that the art of running between wickets is but little understood in Hongkong; the whole secret is efficient backing up a fast sprint over the pitch and a quick recovery to start for the next run. Every fielder and batsman ought to leg it as though he were fleeing for his life with a hue and cry raised around him. One more platitude, viz., the hitter calls for strokes in front of the wicket and his *cutters* for strokes behind the wicket; yet this, and decision in calling, are often not observed. We have ventured to state some of the axioms and postulates of cricket because, if they are not borne in mind, there can be no Q.E.E. or Q.E.D. correctly arrived at.

The United Services began to bat about 11.35 and opened with two R.W.F. Captains. Cadogan was run out by smart co-operation between Loo and Arthur. Rotherham played carefully till one from Doctor proved too good. Preedy hit hard and well for his useful 21. But it was Clifton Brown and Dorehill who showed the best battery form, the R.A. Major being particularly active. These two put on 25 runs very rapidly immediately after tiffin. Subsequently Clapham lunged out and got into double figures. The innings closed for 119, an unexpectedly small total, notwithstanding that such good bats as Dyson and Radcliffe could not play. Doctor and Mackenzie both bowled well. The former was not sending down so many loose balls to leg; he can bowl as well on a hard wicket as he did on Saturday's wicket (and we think he will, for he is fast off the pitch), his inclusion in the local XI in November is probably assured.

The Civilians had an apparently easy task before them to knock off 110 runs, particularly

considering this a trial had improved the pace of the pitch; perhaps the fact was underplayed too lightly, for excepting Burns who again showed good form, not a man on the Civilians side did himself justice. True, Preedy bowled at a great speed, and in the main kept a good length with a useful short bumping ball at intervals; but that was not enough to account for the collapse, over which it is probably better to draw a veil and over which many a Civilian partisan experienced much anguish. In addition to Preedy, a new bowler, Morrison from the R.N. hospital, bowled and may be heard of again; he will be asked to appear again next Saturday.

When the Services batted a second time about 4.15, wickets fell fast and 7 were down for 32, thanks chiefly to the bowling of Doctor. But a respite was brought by Burns who finely trounced the bowling till he was given out caught at the wicket, an obviously correct decision. At 3.30 Dorehill and Waymouth, partners in many a good match, got together and added over 30 before stumps were drawn at 5.30 p.m. The Major again played a sterling not out inning and with his comrade in arms demonstrated how running between wickets should be carried out. Had the wickets continued to fall as at the beginning of the innings, it was on the cards that the Civilians might, by slashing hitting, have knocked off the runs at their second attempt but the fates were not propitious. If they had been, that half hour last at the start could have been most valuable. In two innings Doctor took 10 wickets for 89 runs, a gratifying result. The keeping of Arthur showed an advance upon last week's performance, we are glad to say. It is evident that unless two of the mainstays of last season's Civilian's XI show improved form in the next few weeks, their inclusion in the Colonial team in November next is a very doubtful matter!

By the courtesy of the Colonel and Officers of the R.W.F., their band played a pleasing selection of music on the ground during the afternoon.

It was a matter of much regret that the subsidiary match arranged to be played in the Happy Valley did not take place. When men have promised to play and thus precluded themselves from making other engagements for Saturday afternoon, it is, to say the least, annoying to learn that the fixture has been cancelled. We hope, however, that the present failure will neither prevent other like matches from being arranged for, nor deter men from continuing to play.

Appended are the score and analysis—

UNITED SERVICES.		CIVILIANS.	
First Innings.	Second Innings.	First Innings.	Second Innings.
Capt. Cadogan, R.W.F., run out.....	0	b Doctor.....	0
Capt. Rotherham, R.W.F., b Doctor.....	14	b.b. w. b. Smith.....	0
Pto. Preedy, R.W.F., c Smith, b Doctor.....	4	b Cox.....	4
Lt. Kristensen, 2nd B.I., c Smith, b Mackenzie.....	14	b w. b. Doctor.....	14
Lt. Ross, R.N., c Smith, b Mackenzie.....	21	b Smith.....	21
Lt. Clifton Brown, R.N., c Lee, b Mackenzie.....	25	c Arthur, b Doctor.....	9
Comm. Woolcombe, R.N., b w. b. Doctor.....	7	c Aldrich, b Doctor.....	9
Major Dorehill, R.A., not out.....	18	b Doctor.....	23
Capt. Clapham, R.A., b Mackenzie.....	15	c Burns, b Doctor.....	0
Lt. Beattie, b Mackenzie.....	0	c Arthur, b Cox.....	23
Capt. Waymouth, R.A., b Doctor.....	0	not out.....	10
S. B. St. Morrison, c Woodcock, b Mackenzie.....	1	b Cox.....	1
Byes 5, leg-byes 4.....	9	Byes 6, leg-byes 1.....	7
Total.....	119	Total (9 wickets) 125	

CIVILIANS.		UNITED SERVICES.	
First Innings.	Second Innings.	First Innings.	Second Innings.
F. Matfield, c Dorehill, b Waymouth.....	0	M. J. Doctor.....	11
C. M. G. Burns, c Woolcombe, b Morrison.....	29	A. Mackenzie.....	12
K. W. McNulty, b Preedy.....	2	J. A. Woodcock, b Preedy.....	11
A. Mackenzie, b Waymouth.....	13	J. A. Woodcock, b Preedy.....	11
T. Sercombe Smith, c Dorehill, b Preedy.....	9	J. A. Woodcock, b Preedy.....	11
J. A. Woodcock, b Preedy.....	5	J. A. Woodcock, b Preedy.....	11
J. E. Lee, b Preedy.....	4	J. A. Woodcock, b Preedy.....	11
H. Arthur, b Preedy.....	4	J. A. Woodcock, b Preedy.....	11
A. R. Loo, b Preedy.....	2	J. A. Woodcock, b Preedy.....	11
H. R. St. Morrison, b Mackenzie.....	1	J. A. Woodcock, b Preedy.....	11
P. A. Cox, b Preedy.....	10	J. A. Woodcock, b Preedy.....	11
Byes 5, leg-byes 1.....	6	J. A. Woodcock, b Preedy.....	11
Total.....	65	J. A. Woodcock, b Preedy.....	11

BOWLING ANALYSIS.

UNITED SERVICES.		CIVILIANS.	
First Innings.	Second Innings.	First Innings.	Second Innings.
M. J. Doctor.....	11	Capt. Waymouth.....	0
A. Mackenzie.....	12	Pto. Preedy.....	3
J. A. Woodcock.....	11	Lt. Kristensen.....	14
J. A. Woodcock.....	11	Lt. Ross.....	21
J. A. Woodcock.....	11	Lt. Clifton Brown.....	25
J. A. Woodcock.....	11	Comm. Woolcombe.....	7
J. A. Woodcock.....	11	Major Dorehill.....	18
J. A. Woodcock.....	11	Capt. Clapham.....	15
J. A. Woodcock.....	11	Lt. Beattie.....	0
J. A. Woodcock.....	11	Capt. Waymouth.....	0
J. A. Woodcock.....	11	S. B. St. Morrison.....	1
J. A. Woodcock.....	11	Byes 5, leg-byes 4.....	9
J. A. Woodcock.....	11	Total.....	119

HONGKONG POLICE v. H.M. NAVAL YARD.

This match, played on Saturday, ended in favour of the Police by 2 runs after an exciting match. The following were the scores:—Naval Yard—Ormsby 4, Denny 10, Blawett 1, Gladwell 0, Brand 17 not out, Lee 2, Spurr 1, Henwood 1, Makoveyoff 4, Leek 0, Perrott 1, Total 50. Police—Lauder 0, Pitt 11, McHardy 2, George 1, Reynolds 10, Withers 3, Winter 0, Quinn 11, Denny 4, Wade 2, Jolly 0, Extras 3, Total 53.

HOCKEY.

The results of the games of hockey last week were as follows:—

The Indian Brigade v. H.M.S. Ocean on the 7th inst. was an excellent fight. Right up to the finish it was anybody's game. The Brigade just managed to win by two goals to one.

On the 10th the Brigade played the Royal Artillery, and the fastness of the game may be estimated when the score is considered, viz., nine goals to six in the Brigade's favour. Allowing for time lost in the ball going out of play, the average was a goal scored once in every three minutes. Possibly the weak half-back defence on each side accounted for this.

To-day the Indian Brigade plays H.M.S. Argonaut.

POLICE COURT.

Saturday, 12th October.

Before Mr. Hazeland.

A BAD-TEMPERED LANDLORD.

Chan Wo, a hawk of No. 1, Kaawick Street, and owner of some congee stalls, because he could not get the \$38 rent owing to him by the tenant of a stall, entered it while only a foki was present, smashed some cups, and generally damaged the stall to the extent of \$5. When Police Constable No. 338 arrived on the scene and tried to arrest him, he struck him on the chest.

His Worship told defendant that it was plain that he was a very bad-tempered man. Instead of damaging the stall he ought have summoned the tenant in the Summary Court to recover his \$32. His Worship was also convinced that he struck the constable. Defendant would have to pay \$5 compensation, or fourteen days, and for the assault on the constable a fine of \$5, or an additional fourteen days' hard labour.

STEALING SHOVELS.

Two coolies were charged, firstly with stealing three shovels from the stockhold of the a.s. Carthage, while the ship was coaling; and, secondly with boarding the said ship without permit from the master.

Mr. W. Ramsey gave evidence as to the theft of the shovels and to the men being on board the ship without permit.

His Worship sentenced them to fourteen days' hard labour on the first charge, but said he could not convict them of the second in the absence of the ship's master.

CASES ADJUDGED.

The further hearing of the evidence in the case of Ex-Water Police Constable Holdaway, for shooting a Chinese lad, was adjourned to the 16th inst.

The case of H. M. ROSS, who is charged with stabbing Mrs. Murray de Zafra with intent to kill, was again remanded.

The case of Francis Cruz, who is charged with swindling three Indians out of various sums of money by promising to obtain passages to Australia for them, was remanded for further hearing.

BRITAIN'S TRADE WITH CHINA.

A very interesting article on the above subject is to be found in the September number of the *Empire Review*. The writer is Mr. H. Kopsch, whose former position as Statistical Secretary of the Imperial Chinese Maritime Customs entitles him to speak with authority. Britons have been accustomed to hear that their country enjoys from 60 to 75 per cent. of the import trade of China. Mr. Kopsch analyses this statement with disquieting candour. In 1890 the total sterling value of China's foreign imports was £42,282,000; the British Board of Trade statistics show that during that year shipments from Great Britain to China and Hongkong reached an aggregate value of £9,038,000, or 21 per cent. of China's total imports. And this, he is noted, was £100,000 less than the total British exports to China ten years before. Despite the opening of new treaty ports and the concessions in the matter of trade duties, British exports to China have remained practically stationary during the last decade. These figures, of course, do not take into account the trade between India and China, or the trade done by Australia and other colonies. Considered on an Imperial basis, the British share is materially larger; but Mr. Kopsch's point is that Great Britain's commercial interests in China are unimpaired, and that the trade in staple fabrics is not increasing. He has only one explanation of the lack of development. It is the reaction imposed on Chinese consumers by the depreciation in the gold value of silver.

In 1890 the Chinese could obtain for the tea goods to the value of 5s. 2d., whereas last year the same money would only exchange for 3s. a difference of 42 per cent. Among other things, he ascribes the marked falling-off in the importation of Indian piece-goods to "a rise in price owing to the fictitious value of the rupee, and consequent decline in demand." Mr. Kopsch, indeed, appears to hold that the domestication of silver is destined to give a strong stimulus to manufacturing industries in China. The Chinese, he says, are finding it less costly to manufacture at home than to buy from gold-standard countries. We do not think the experience of the native mills around Shanghai agrees with this assertion; but Mr. Kopsch's broader declaration that ultimately "cheap silver-paid labour is destined to become a ruinous rival of Western factories" is perhaps less open to dispute.

On the other hand, low exchange does not appear to have had the effect of enlarging the trade with the United Kingdom. During the first five years of the last decade the exports of China aggregated £113,188,000; in the second five years they reached a total of £122,000,000. In the first period Great Britain received from China, including Hongkong, goods to the value of £25,270,000, in the second period the total was £13,575,000, a very heavy decline during a period when China's exports trade was expanding. Even Mr. Kopsch hardly connects this contraction in Chinese exports to Great Britain with the currency system. It appears to be mainly attributable to other reasons. During the boom years, the demand for China teas in England very greatly diminished, while the importation of China silk dwindled to half its previous proportions. Tea and silk, once the great staple commodities dealt in by British traders in the Far East, decreased in the decennial returns by nearly ten million sterling. Mr. Kopsch makes some startling revelations about the situation on the Yangtze. In that region, which some British politicians are inclined to regard as their own peculiar appanage, Russian capital is far more plentiful than British, and Russian "interest" whatever that may mean—is paramount. About 75 per cent. of the tea exported from the Yangtze ports is handled by Russians. It is Russia, says Mr. Kopsch, and not Great Britain, who enjoys commercial preponderance on the great Chinese waterway. British tonnage admittedly predominates, but the real test is the amount of capital invested in the trade. Turning to the north, he warns India that she may expect a serious menace to her opium trade from Manchuria. Northern China already draws her supplies of opium from Manchuria, instead of from India. "Were the poppy cultivation encouraged by foreign capital and fostered under a paternal administration, bounty-fed by cheap silver-paid labour, and finally exported from a free port, it would assuredly have a disastrous effect on Indian finance and traffic." These, however, are merely incidental points. Mr. Kopsch has written his article to demonstrate that "the enhanced silver price of our goods, due to the domestication of the white metal, completely nullifies every advantage acquired by extended and free markets." The facts and figures he has marshalled are undoubtedly formidable.

A NATIVE PAPER ON THE U.S. EXCLUSION HILLS.

The Shanghai *Shen Pao* discusses the invitation of China to remove the restrictions on Chinese immigration into the United States. Chinese workmen first went to America in the fifth year of Hsien Feng, which is 1855 of the Western calendar. The first year 5,520 coolies went under contract. The number gradually increased until in the 13th year of Kwang Hsu 291,015 immigrants came from Asia, 12,004,203 from Europe, 147,080 from Britain and many from all quarters of the globe. Thus the Chinese were not the only people who went thither. People of all nations, hearing of the goodness of the land, flocked thither in hopes of improving their prospects. At length the old inhabitants of the United States began to grumble that the newcomers were pushing them out of the labour market, and taking the bread from their mouths. The agitation finally took head when the Congress passed exclusion laws against Chinese labour, and notwithstanding the efforts of the President to protect the Chinese, there happened the murder of so many Chinese in Oregon.

Why, alas, asks the *Shen Pao*, is it necessary that our people should go abroad and make a living, instead of remaining at home? It is owing to their extreme poverty that they have to leave home and fatherland, and leave the bread of the people of foreign lands and Exclusion Act. China has too many peoples for the size of her territory, and the emigration of these people tends to keep down rebellion. Besides this advantage, they send annually considerable sums to China, which help to restore the balance against China due to her silver going abroad to foreign countries. When there was talk of removing the restrictions, the great was the rejoicing among the Chinese. Recently some Cantonese got a foreign lawyer to petition H.E. Tao Ma to use his influence in behalf of the emigrants. But H.E. replied with a non possumus. The Japanese set us a fine example of how to manage this business. When there was talk of excluding the Japanese as well as the Chinese, the Japanese Consul wired to Government and got authority to say that such action would provoke retaliation and Japan would have to exclude Americans from her borders. The matter was accordingly speedily dropped. But China cannot manage affairs so smartly as Japan. Unluckily there were Americans among the murdered missionaries last year, and the Americans are not inclined to relax their laws. "We have not much hope of anything being done, but we write this article in hopes that our officials will read it, and take to heart the condition of their subjects abroad, and devise some means to open to them a door of hope."

LATEST STEAMER MOVEMENTS.

The C. P. R. steamer *Empress of India* left Vancouver on Tuesday, the 8th inst., a.m. for Hongkong via the usual ports of call.
The A.L. steamer *Margus-Bacquehem* left Singapore for this port on the 12th inst.
The C.P.R. steamer *Tartar* arrived at Yokohama on Saturday, and left for Kobe yesterday morning at daylight.
The N.P. steamer *Braemar* sailed from Tacoma for Japan and Hongkong on the 11th inst.
The N.D.L. steamer *Marburg*, from Hamburg, left Singapore for this port on Saturday, and may be expected here on or about the 18th inst.
The N.P. steamer *Olympia* sailed from Yokohama for Tacoma on the 11th inst.

C L U B
\$12.00 PER DOZ.
THE BEST
AT THE
PURE
MELLOW
\$12.00 PER DOZ
H. PRICE & CO.
12, QUEEN'S ROAD.
Hongkong, 10th October, 1901. [618]

THE NEED
OF
MUNICIPAL FREEDOM
IN
HONGKONG.
BY
"SCRUTATOR."
With Leading Articles and Correspondence thereon Reprinted from the "HONGKONG DAILY PRESS" and "CHINA MAIL."
Price 20 Cents per Copy or Six Copies for \$1.

THE SANITARY CONDITION
OF
HONGKONG
(A REPLY TO "THE OFFICIAL MEMORANDA").
BY
"SCRUTATOR."
With Articles Reprinted from the "HONGKONG DAILY PRESS."
Price 10 cents
Copies of both Pamphlets bound in Half-leather Cases, Lettered, \$1.25.
On Sale at this Office, Local Booksellers, and H. BURNETT'S Store, Kowloon.
Hongkong, 10th August, 1901. [2107]

ROBINSON
PIANO CO., LTD.
"WASHBURN"
MANDOLINES.
GUITARS.
BANJOS
AT
COST PRICE
TO CLEAR PRESENT STOCK.
Hongkong, 3rd October, 1901. [2053]

RUINART PIERRE & FILS, REIMS
Established 1719.
CHAMPAGNE BOTTLED AND SHIPPED.
Ship only the Finest Quality Extra Dry (Green Seal).
LAUTS, WEGENER & CO.,
Sole Agents.
Hongkong, 17th May, 1895. [1271]

A ON & CO.,
PHOTOGRAPHERS AND PORTRAIT PAINTERS.
All kinds of Oil Paintings and Photographic Enlargements.
39A, TOP FLOOR, QUEEN'S ROAD CENTRAL.
Opposite to Chas. J. Gump & Co.
Hongkong, 20th March, 1901. 79

THE WANCHAI STORING COMPANY
ARE now prepared to receive Goods for Storage in their Godowns, situated on PRAYA EAST (late McGregor Barracks).
Landing and Shipping of Cargoes is facilitated by means of the spacious strong Pier lately constructed in front of these Godowns.
Terms Moderate.
Apply for further particulars to
GODOWNMAN ON PREMISES,
or to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 10th August, 1901. [2033]

AUTOMATIC MAUSER PISTOLS.
CALIBRE 7.63 m.m.
With CHAMBER for 10 CARTRIDGES,
FIRING 10 SHOTS IN 2 SECONDS.
SIEMSEN & CO
Hongkong, 3rd October, 1900. 175

R. J. REMEDIOS,
FOREIGN AND COLONIAL STAMP DEALER.
No. 37, CAINE ROAD, HONGKONG.
Will be glad to send STAMPS on approval to any address on receipt of satisfactory reference.
Is also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash. AGENTS WANTED.
15 to 25 per cent. Discount Allowed. (1896)
ON SALE.

"MOUNTINGS OF THE NAVAL GUNS and their Subsequent Use with the LADYSMITH RELIEF COLUMN."
Being a Lecture by CAPTAIN PERCY SCOTT, R.N. C.B., and CAPTAIN A. H. LIMPUS, R.N. (of H. M. S. *Terrible*).
The book is printed on art paper, and illustrated with coloured maps and sketches.
Price \$1 and \$1.50

KOWLOON EXTENSION:
A NEW MAP OF HONGKONG, KOWLOON and ADJACENT TERRITORIES showing the Boundary under the New Convention, with the Towns, Villages, &c. Prepared from Authoritative Sources and Printed in Colours. Price \$1.
To be had at Messrs. KELLY & WALSH, LD., Daily Press Office.
Hongkong, 28th October, 1898. [32]

PIANOFORTE TUNING AND REPAIRING.
MR. E. A. BROWNE is prepared to undertake the above at reasonable rates. All Repairs done personally.
TUNING \$3.50.
Address—
Care of DRAGON CYCLE STORE, D'Agular Street.
Hongkong, 4th September, 1901. [2250]

THE HONGKONG STEAM WATER BOAT COMPANY, LIMITED.
THE above Company is prepared to supply the shipping in Hongkong with PURE and FILTERED WATER both for deck and boilers.
Call Flag W.
J. W. KEW,
Manager,
20, Des Vaux Road.
Hongkong, 18th December, 1900. [186]

ON SALE
THE
POLITICAL OBSTACLES
TO
MISSIONARY SUCCESS IN CHINA.
A LECTURE
BY ALEXANDER MICHIE.
PRICE 25 CENTS CASH
On Sale at "HONGKONG DAILY PRESS" Office and Local Newsagents.
Hongkong, 20th April, 1901. [1027]

AMERICAN SYSTEM OF DENTISTRY
AT
No. 33, QUEEN'S ROAD CENTRAL.
CHADWICK KEW
(LATE OF POATE & NOBLE).
Hongkong 15th September, 1899. [2346]

THE NEED
OF
MUNICIPAL FREEDOM
IN
HONGKONG.
BY
"SCRUTATOR."
With Leading Articles and Correspondence thereon Reprinted from the "HONGKONG DAILY PRESS" and "CHINA MAIL."
Price 20 Cents per Copy or Six Copies for \$1.

THE SANITARY CONDITION
OF
HONGKONG
(A REPLY TO "THE OFFICIAL MEMORANDA").
BY
"SCRUTATOR."
With Articles Reprinted from the "HONGKONG DAILY PRESS."
Price 10 cents
Copies of both Pamphlets bound in Half-leather Cases, Lettered, \$1.25.
On Sale at this Office, Local Booksellers, and H. BURNETT'S Store, Kowloon.
Hongkong, 10th August, 1901. [2107]

AUCTION

ENTERTAINMENT

TO LET

BANKS

BANKS

THE BANK OF TAIWAN (FORMOSA) LIMITED.
 (INCORPORATED BY SPECIAL IMPERIAL CHARTER).

AUTHORIZED CAPITAL Yen 5,000,000
 PAID-UP CAPITAL " 1,250,000

HEAD OFFICE: —TAIPEI, FORMOSA—

JUICHI SOTEDA, Esq., President.
 Head Office Manager: HIROMI KAWASAKI,
 Esq.

BRANCHES AND AGENCIES:

Tokyo	Osaka	Kyoto	Yokohama
Kobe	Nagasaki	Kakodate	Mojil
Taiwan	London	New York	S. Francisco
Hongkong	Amoy	Shanghai	Tientsin
	Newchwang	Cheampoo	Fusan

HEAD OFFICE: —INTEREST ALLOWED.—
 On Current Account..... 5.475% per annum.
 " Savings Bank 6.205% "
 On Fixed Deposits:—
 For 3 months..... 6 1/2 % per annum
 " " " " "
 " " " " "
 " " " " "
 " " " " "

Credits granted on approved Securities and every description of Banking and Brokerage business transacted.

Drafts granted on the chief commercial places both in Japan and Abroad.

Further particulars may be obtained on application.

HIROMI KAWASAKI
 Manager.

[3138]

Taipei, 5th October, 1900.

THE

DEUTSCH-CHINESE

PAID-UP CAPITAL,..... Sh. Tails 5,000,000.

**HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.**

BRANCHES:
Berlin Calcutta Hankow
Tientsin Tsingtau (Kiautschow)

LONDON BANKERS,
**Messrs. N. M. ROTHSCHILD & SONS,
USHER BANK OF LONDON, LTD.,
DEUTSCHE BANK (BERLIN), LONDON AGENTS
DIETICHON DES DISCOUNT GESELLSCHAFT.**

**INTEREST ALLOWED ON CURRENT ACCOUNT
DEPOSITS received on deposit which may be
learned on application. Every description of
Banking and Exchange business transacted.**
E. F. GROS,
Acting Manager
Hongkong, 8th February, 1900. [25]

**THE
YOKOHAMA SPECIE BANK
LIMITED.**

ESTABLISHED 1860.

CAPITAL SUBSCRIBED Yen 24,000,000
PAYMENT PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND..... " 8,510,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES.
Tokio Kobe Nagasaki
London Lyons New York
San Francisco Honolulu Bombay
Shanghai Tientsin Newchwang

**LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LIMITED
FAIR'S BANK, LIMITED.
THE UNION BANK OF LONDON, LIMITED.**

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent per annum on the daily balance.
On fixed deposits for 12 months 5%, per annum
" " " 6 " 4% "
" " " 3 " 3% "

TARO HODSUMI,
Manager.
Hongkong, 2nd October, 1901. [71]

THE STRAITS TRADING CO. LIMITED.

WORKING CAPITAL over £230,000

RESERVE LIABILITY OF SHARE-
HOLDERS fully £230,000

*
£550,000

HEAD OFFICE
36, Nicholson's Lane, London, E.C.

BRANCHES:
Hongkong, Shanghai, Singapore.

AGENCIES:
Yokohama, Kobe, Penang, Bombay, Calcutta,
Madras, Colombo, Rangoon, Java, Lyons, and
Paris.

BANKERS:
The Bank of England and the Capital and
Counties Bank, Limited.
General Manager—F. C. BISHOP

INTEREST ALLOWED.

On Current Accounts	2 per cent
" Fixed Deposits 3 months	" 4 "
" Do. " 6 "	" 4 "
" Do. " 12 notice	" 5 "

The Bank has

lection Bills of Exchange, and transact
general Banking business with the above places.
J. W. R. TAYLOR,
Manager.

Hongkong, 1st June, 1901. [27]

**THE NATIONAL BANK OF CHINA
LIMITED.**

AUTHORIZED CAPITAL £1,000,000
PAID-UP CAPITAL £ 324,374

HEAD OFFICE—HONGKONG.

BOARD OF DIRECTORS.
CHAN KIT SHAN, Esq., C. EWENS, Esq.,
CHEOW TUNG SHANG, Esq., J. T. LAURE, Esq.,
Chief Manager,
Geo. W. F. PLAYFAIR.

Interest for 12 Months Fixed.....5%.

Hongkong, 23rd March, 1899. [24]

52 & 58, QUEEN'S ROAD CENTRAL,
WHOLESALE AND RETAIL
IMPORTERS AND EXPORTERS,
Have for Sale,
INDIAN, Chinese and Japanese Silk Goods
for Ladies and Gentlemen, and other Articles.
Oriental Embroidery, Rugs and Carpets,
Jewelry, Cashmere Shawls, Ivory, Sandalwood
and Tortoiseshell Wares, Curiosities and Fancy
Goods.

INSPECTION IS SOLICITED.
Henderson 8th November 1891.

HOTEL

VICTORIA HOTEL,
SHAMSHEN CANTON.
BRITISH CONCESSION.

GOOD Accommodation.
Excellent Cuisine.
Every Convenience for Tourists.
T. F. DA GUZ, Manager.
Canton, 1st October, 1901. [2493]

HONGKONG
BUSINESS DIRECTORY.

BOOKBINDING

"DAILY PRESS" OFFICE.
The only office in China having European
taught workmen. Equal to Home Work.

BUILDERS

KANG ON.
Contractor, 30, D'Aguiar Street. Local
and Coast Port Buildings, Timber, Brick
and Granite.
Mechanics engaged. Estimates given.

CHEMISTS DRUGGISTS, &c.

THE VICTORIA DISPENSARY.
Chemists and Druggists, High-class Aca-
demic Waters, Dealers in Photographic
Requisites, Queen's Road.

FURNITURE WAREHOUSEMEN

A CHEE & CO., Established 1859.
Every Household Requisite. Depot for
Eastman's Kodak Films and Accessories;
17a, Queen's Road Central.

JEWELLER

MAISON LEVY HERMANOS.
Diamond Merchants and Watchmakers, 40,
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Hilo.

PHOTOGRAPHERS

A FONG.
The largest and most complete Studio in
Hongkong. Established 1859. Views,
Enlargements, Ivory Miniatures, Oil
Paintings, &c.; 105 House Street.

MEE CHEUNG.
Ice House Street, Top Floor. Permanent
Enlargements, Groups, Views, etc.; Devel-
opment Works, Amateur's Requisites.

M. MUMBY, JAPANESE ARTIST.
Bromide and Crayon Enlargements and
also colouring Photos and relief Photos.
Views of China and Manila. Work
done for Amateurs; No. 2a, Queen's
Road Central.

PRINTING

"DAILY PRESS" OFFICE.
Proofs read by Englishmen.

STOREKEEPERS

F. BLACKHEAD & CO.
Navy Contractors, Shipchangers, Sail-
makers, Provision and Coal Merchants,
Praya Central, next Hongkong Hotel.

BISMARCK & CO.
Navy Contractors, Ship Changers,
Provision and Coal Merchants, Sail-
makers, &c.; Fresh Water supplied to
Vessels in the Harbour.

KWONG SANG & CO.
Shipchangers, Sailmakers, Hardware,
Engineer Tools, Brass and Iron Mer-
chants, 144, Des Vaux Road.

MORE & SEIMUND.
43 and 45, Des Vaux Road. Shipchangers,
Sailmakers, Riggers, Commission Agents
and General Storekeepers; Sole Agents
for Shipowners Composition (Grey,
hound Brand) and Blundell
Spence & Co.'s Composition.

TAILORS

R. HAUGHTON & CO.
Naval Military and Court, 16, Queen's Road,
Opposite Kuhn's Curio Store.

TOBACCONISTS

D. S. DADY BURJOE, "Los Filipinos."
Importer of the Best Manila Cigars; 25
Pottinger Street.

WATCHMAKERS

DROZ & CO.
10, Queen's Road Central. Repairs of
Watches and Clocks by competent
European experts, at moderate rates.

OREGON LUMBER.

THE Undersigned, being closely connected
with the leading MILLS at PORT
LAND and PUGET SOUND, are always pre-
pared to book orders for any specifications at
LOWEST RATES.

SIEMSEN & CO.
Hongkong, 14th February, 1901. [250]

KWONG FUNG YUEN,
TIMBER MERCHANTS,
No. 252, Des Vaux Road West, Hongkong.
Have always on hand a Large Stock
of the following Timber:
AMERICAN PINE and EUCALYPTUS
TEAKWOOD, HARDWOOD, &c., &c.
(In Logs and Planks).

An Inspection is respectfully solicited.
Hongkong, 5th September, 1901. [2262]

CARBOLINUM-AVENARIUS
USED FOR OVER TWENTY YEARS

Thoroughly reliable preservative for Wood
and Stone against White Ants, Decay, Fungus
Rot, and Dampness.

Sole Agents for China,
LUTGERS, EINSTAMANN & CO.,
Hongkong, 5th August, 1897. [18]

H. F. CARMICHAEL
CONSULTING ENGINEER,
SURVEYOR AND CONTRACTOR,
QUEEN'S BUILDINGS.

TELEGRAMS: "CARMICHAEL," HONGKONG.
A B C Code, 4th Edition.
A B Code.
Lieber's Standard Code.

TELEPHONE, 252.
Hongkong, 21st June, 1901. [1854]

OUR PARIS LETTER.

Paris, 14th September.

It has been observed that the young lady who is too well guarded is not guarded at all. Now the Tsar is so plied with international detectives that they may prove more of a hindrance than a help. The precautions to protect His Majesty are so many and Protean, as to monopolise all attention. Out here, to look up a friend under such circumstances? It is next to buying the gold too dear, to lure the Emperor to Paris before promising him a loan. Manners are said to come from above, from the superior classes, hence the filthy rays of the unrighteousness of former centuries are tending to become too evergreen for the present day. The consensus of opinion favours the stamping out of anarchism; but how? There is danger to pull up the wheat while extirpating the tares. What society might try is a league of silence around the wild men that of late have attained a parasitical luxuriance in the midst of our civilisation. To obtain notoriety for their impious deeds is one of their chief aims. The Temple of Ephesus was burned down because the miscreant wished to immortalise himself. The Ephesians passed a law condemning his name to oblivion, but Herodotus is remembered for his crime, while the burner of the Artemis temple is forgotten. Fanatics who care nothing for their own lives can have little consideration for that of others. A tighter grip of the law might be kept on their writings and speeches. Free countries like those of Britain and America, ought not to allow the political detritus of the Continent to be dumped into their territories. The anarchists, like the Ishmaelites, have their hand against every man; let every man's hand be against them, eye for eye, tooth for tooth, not passionately, but coolly, methodically, perseveringly. That process of international attention can alone succeed.

It has cost the French Government £50,000 alone, to furnish, wash, and brush up the Palace of Compiegne to receive the Russian guests. No less than 432 beds have been set up for high Muscovite and French officials, who have will and cranks of their own, and the army of clerks of high and low degree, of upper and lower servants, and the bees of the working authorities. At Rheims, as at Compiegne, the precautions amount to a first cousinship of a Reign of Terror. The oldest inhabitant will not be master of his own house or movements. A good viewing can be also a good assassination point, think the authorities. Men with lean, sallow faces, always "on the grin," and with black hair, smell of anarchy Italy; small, dark men, with black, dirty hair, shaggy and uncouth, but with black or blue wandering eyes, looking into space like model photos, are Slave. Such individuals are always on the prowl. At Rheims the barracks accommodation being insufficient the soldiers have to be lodged in cellars—if filled with wine, the situation would be excellent, if the soldiers had only a gimlet to let air into the hogsheds and let out the wine. The heels of their boots, would naturally hold a "stirrup" cup.

The meeting of the "Three Emperors"—for the King of England is one—recalls in a way the light of other days. They are, it seems, all for peace, and represent the European Powers, between whose hands lie the issues of peace and war. There is no Hague sentiment and drollery in their chat; tranquillity will be upheld, because all are afraid to indulge in a war. It is the "International Peace Society," that now puts on warpaint and feathers, by threatening the Sultan with excommunication major if he touches a hair of the head of an Armenian. The Porte cannot be very "Sablino," since France has let young Turkey have a free hand.

The McKinley outrage has overshadowed the movements of the Tsar, which have had to fall back a little from the front seat. People are delighted the American President is pulling through his suffering; his rapid recovery will ease the anxiety that set in as to the unknown in case he died. The Anglo-Saxon sympathy for the President is very real and strong. Then he has been seasoned in statesmanship, and schooled in the practical dealing with men. But for a new ruler, the horsepower can be at fault; because it can find no focus point where all is unknown.

M. Santos Drumont is to be pitied. After six attempts, and the construction of three balloons, to demonstrate the steerability of his airship, the Aeronautic Club intends to place spokes in his wheels. He is a Brazilian, he will not become a naturalised Frenchman, and he has never concealed his admiration for England. He is contesting the prize of 100,000 fr. offered by a French-German, to whoever will succeed in steering a balloon from the Park of St. Cloud round the Eiffel Tower and back to the Park again—a distance of 12 miles. Morally, Santos has accomplished that feat. But an ugly majority of the judges are jealous of the Brazilian winning all the glory from France. They have made a new condition, that the balloon must return to the "dour yard" of the Aeronautic Club, which is a very torn-up piece of ground, that can wreck his balloon. He says he does not want the prize—£4,000—the glory is what he covets. He states he is very rich, and if he won he would divide the prize between the city charities and his numerous faithful workmen.

There are one million bicycles in France, so that is the number that pay duty. The trade is really in the hands of a few large firms that have purchased the interest and plant of other firms who have taken up the auto-car business. The latter are about starting an automobile racing ground—or "auto-drome"—on the plan of a Roman amphitheatre for chariot contests. Motor-buses are required into the suburbs, where the fares will be low, and the time of transport one-half less time than now.

France is talking and writing a good deal, in taking a good part in the contest for the sea, and upon the sea—in the mercantile sense understood. The United States is going ahead by leaps and bounds; England, having remained dazed and stationary in presence of the progress of America and Germany, has displayed at last fresh zeal and determined resolution, and is making up for lost time. It is the conviction in French maritime circles that Germany has reached the zenith of her mercantile marine, and that England will deal with her shipping trade after the South African war, in the interests of Imperialism. France has lost much in tonnage since 50 years. In total mercantile tonnage as compared with other nations, she now only ranks fifth, and in mean tonnage, her place is but sixth. The augmentation of her mercantile marine from 1887 to 1895 was a mean of 19 per cent, but from 1895 to 1900, it has only 7 per cent. France builds sailing vessels when steamers are the boats required, and all her constructions are on the side of slowness. The sea-ports of France, too, are not up to date in accommodation and facilities: in 1890, the total shipping movements in her ports represented only 22 per cent. of purely French vessels. Internal communications with Holland, Belgium, and Germany tell on her diminishing maritime transactions. The whole maritime economy of France is closely swaddled in the bounty system.

Australia has shot a bolt from the blue for France by announcing she intends having her Monroe Doctrine for the Islands of the Pacific, and will oppose all European grabbing of same. This is in great part intended for the French Foreign Office, and its Fashoda-like intrigues, with the New Hebrides. These islands are under the dual control of England and France, only the latter is preparing to say, "The house is mine, be off!"—a policy John Bull is not now inclined to accept. The other disturbing news is that Australia intends that the Commonwealth shall have a navy of its own, and build vessels as quickly as possible. Greater Britain is telling foreigners to remember she will insist on a "hands off" policy. She intends to develop New Guinea, and makes no secret of her resolve to annex New Caledonia, in case of any rupture with the British Empire. In planning their "easy schemes" for the invasion of England, General "Dreyfus" Morcir and Colonel Delanyan should take note of that type of resistance.

The Tsar's visit has spoiled one institution this year—gunning. This is the height of the season to chance some game, or anything shootable. If not early at the scramble, little will be left for the comic opera sportsmen, except their get up, to astonish house-porters of both sexes, and workroom girls. Every Frenchman with 23 fr. pocket-money to spend can take out a gun-licence for all France, to slaughter feathered friends. But the next act in the comedy is to secure a ground to shoot over. Every one of the 38,000 communes in France can charge fowling generally 10 fr. to shoot over its area—excepting cockroaches and sparrows, rarely anything else in the ordinary communes is to be had. The poachers net, snare, or shoot any game that there is the day before the opening of the season; but he can secure a good bag for you, if you purchase from him all you want. Every tradesman and well-to-do shopman fits himself out in a hunting or rather "sporting" costume. Tyrol hats—especially with big feather—canvases or corduroy suits, leggings, a game-bag, bandoliers for cartridges, and back strap for gun. Before he sets out he is photographed, and parades his locality to astonish natives and friends. At night he returns: his dog has providentially reaped the moving accidents of food and field by bolting early that day out suffices. There is no fox-hunting; it may be said, in France, nor any preserves except of a score of large estate-holders or those rich enough to rent a preserve, singly or on the joint stock principle, where you have one or two days in the week to blaze away. There is a little deer-hunting and wild boar-chasing. Some of the State, but not official forests, can be rented by a syndicate. There are also many of the poor nobility who preserve their holdings, and let them, along with their house, to sporting people; they themselves come up to Paris to live till March. Other small land-owners farm their preserves themselves and supply partridges, pheasants, rabbits, and hares to the Paris markets. That is almost their sole means of existence. It is from Russia that France obtains her main supply of partridges and woodcock; hares, deer, roebucks, pheasants, come from Germany. There is no grouse in France, and Great Britain sends but little. America formerly sent prairie-hens, but they were not prized.

The Malakoff crime is cleared up. A woman hired an apartment at Malakoff, on the road to Chatillon, outside Paris. She deposited a large heavy trunk, promising to return with further impedimenta. As she did not, the landlady and her daughter had their suspicions. It might be a second edition of the Gouffé-Gabrielle Bonaparte trunk tragedy. With some neighbours they resolved to consult the Commissary of Police; he acted at once, had the room opened, and next the chest. The latter contained the doubled-up body of a man, in a four months' stage of decomposition, and not recognisable. Every precaution had been taken to suppress the offensive odour. He appeared to have been a cyclist. But the woman who left the trunk and the cabman? The police traced the woman to the south of France, at Carvaillon, with her son, aged 18 months. On the police arriving at her hotel two shots were heard; the woman had killed herself and mortally wounded her child, since dead. A letter was found in her dress, confessing she had committed the murder four months ago, to prevent the young man, who had seduced her, from marrying her rival.

The School Colonies have been very well supported this year, funds having been liberally supplied. Only the back and sickly pupils are selected for the residence during vacation at

the mountain house. It is now intended to give healthy children a short outing during the summer holidays also.

During the last 300 years, an inventory has been made of the crowds of industrial centres in France that have disappeared owing to the demand for their outputs having ceased, or that new industries and fashions have superseded them. There are four cities, however, that display little fluctuation in their products—Rheims, where the Tsar is to visit, for its gingerbread; Rouen, for its sugar barley; Verdun, for its lollypops; and Dijon, for its mustard.

A party of gipsies on arriving at Cherbourg "looked around" before pitching their tent. Seeing a yacht moored and empty, they hoarded it, and were on their way to Jersey when a gunboat captured them.

PUBLIC COMPANIES.

UNION INSURANCE SOCIETY OF
CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A DIVIDEND of \$23 per Share for the year 1900, equivalent to 46% on the Paid-up Capital of \$50 per Share, has been declared.

Warrants will be issued on the 11th October. By Order of the Board. W. J. SAUNDERS, Secretary.

Hongkong, 10th October, 1901. [2590]

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTIETH ORDINARY GENERAL MEETING OF SHAREHOLDERS will be held at the OFFICES of the Undersigned at 12 o'clock (Noon), on THURSDAY, the 17th instant.

The TRANSFER BOOKS of the Company will be CLOSED from the 3rd to the 17th instant, both days inclusive.

JARDINE, MATHESON & CO., General Agents, Canton Insurance Office, Limited.

Hongkong, 26th September, 1901. [2445]

WILLIAM POWELL, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN THAT the STATUTORY GENERAL MEETING of the above Company will be held at the PREMISES of the Company, Queen's Road Central, Hongkong, on SATURDAY, the 19th day of October, 1901, at 12 o'clock Noon.

By Order of the Board of Directors. For WILLIAM POWELL, LIMITED, R. G. HECKFORD, Manager.

Hongkong, 11th October, 1901. [2589]

NOTICES OF FIRMS

NOTICE.

THE INTEREST AND RESPONSIBILITY of Mr. A. VON PUSTAU in our Firm ceased by mutual consent on the 30th September. LAUTS, WEGENER & CO. Hongkong-Canton, 1st October, 1901. [2490]

NOTICE.

I HAVE This Day established myself in Canton as MERCHANT and COMMISSION AGENT under the name and style of A. PUSTAU. A. VON PUSTAU. Canton, 1st October, 1901. [249]

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

MR. WILLIAM BASIL DIXON has This Day assumed Charge as CHIEF MANAGER. By Order of the Board of Directors. R. SHEWAN, Chairman.

Hongkong, 27th September, 1901. [245]

JOHN BROWNHILL, DECEASED.

MARY BROWNHILL, DECEASED.

NOTICE IS HEREBY GIVEN that all Persons, Firms, or Companies having any Claim or Claims against the Estates or Effects of either of the above named deceased persons must send in the particulars of their respective Claims on or before the 8th day of November next to the Administrator and Executor JAMES ROBERT MUIR, whose address is at the Office of C. EWENS, Solicitor, 36, Queen's Road Central, Hongkong, after which said date the said Administrator and Executor will proceed to wind up and distribute both Estates.

Dated this 8th day of October, 1901. [2563]

NOTICE.

THE Undersigned will not be RESPONSIBLE for any DEBTS contracted by his wife PALMYRA AUGUSTA TERCIO DA SILVA, and every person is hereby prohibited from giving her any Credit.

JOAO JOSE DAS DORES-BARBOS. Hongkong, 3rd October, 1901. [2502]

CARTRIDGES.

NOBEL'S SPORTING BALLISTITE. Absolutely Smokeless and Water-resisting. THE BEST NITRO-POWER IN THE WORLD. PRICE OF 12-BORE CARTRIDGES.—Loaded with Powder. 1 oz. of Shot.

Primrose Cases... \$5.65 7.40
Pegamoid Cases... 6.25 8.00
Ejector Brass Cases... 6.90 8.65

5 per cent. discount on orders of 1,000 and over.

Apply to Wm. SCHMIDT & CO., Gunmakers, Hongkong. [1669]

Hongkong, 27th July, 1897.

SIEN TING.

SURGEON DENTIST. No. 10, D'AGUIAR STREET. TERMS VERY MODERATE. Consultation Free.

Hongkong, 23rd September, 1891. [2405]

PORTLAND CEMENT

J. B. WHITE & BROS

SOLE AGENTS FOR CHINA, HOLLIDAY, WISE & CO.

Hongkong, 16th September, 1899. [234]

THEODORO VAFIADIS & CO.

MANUFACTURERS OF

HIGH CLASS
EGYPTIAN CIGARETTES.

FACTORY, CAIRO (EGYPT)

CLOSE TO H.E. NUBAR PASHA'S PALACE.

BRANCHES.

BOMBAY 20, Esplanade Road. RANGOON 72, Merchant Street.
CALCUTTA 4, Dalhousie Square. LONDON 19, Basinghall Street, E.C.

ALWAYS FRESH AND RELIABLE AT THEIR AGENTS.

MESSRS. KRUSE & CO.,

HONGKONG.

JAPAN COALS

THE MITSUI BUSSAN KAISHA
(OR MITSUI & CO.)

HEAD OFFICE:—43, SAKAMOTO-CHO, TOKYO.
LONDON OFFICE:—34, LIME STREET, E.C.
HONGKONG OFFICE:—6, ICE HOUSE STREET.

BRANCH OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Hankow, Chafu, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kure, Shimonesaki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Milko, Hakodate, Taipei, &c.

Telegraphic Address for all the Offices: "MITSUI."

A.B.C. and A.I. Codes used.

CONTRACTORS OF COAL to the Imperial Japanese Navy, Arsenal and Railway Bureau; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Mitsu, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fukuro, Hokoku, Ichimura, Kanada, Kishima, Mannoura, Onoura, Otaji, Tohmyama, Tamakuro, Yoshinotani, Yoshio, Yunkibara, and other Coal Mines. N. INUZUKA, Manager.

Hongkong, 1st August, 1901. [1831]



LEMCO

The Genuine Liebig Company's Extract.

Is the most concentrated meat essence made. Invaluable in Kitchen, Sick Room, and Hospital, and on the Battle Field.

The only Meat Extract ever connected with JUSTUS VON LIEBIG.

[1971-1]

PUT
"VIKING" NAVY CUT
IN YOUR PIPE
& Smoke it.

Manufactured only by LAMBERT & BUTLER, LTD., LONDON, ENGLAND. [2653-1]

TRY
NAVY CUT
ATC
A GENTLEMAN'S
SMOKE
Supplied in Three Grades.
Mild Medium & Strong.
PACKED IN
AIR TIGHT VACUUM TINS
MANUFACTURED BY
THE AMERICAN TOBACCO CO. U.S.A.



[1755]

VESSELS ON THE BERTH
OCEAN STEAMSHIP COMPANY.

FROM	OUTWARDS.	TO
GLASGOW and LIVERPOOL	"LAERTES"	On 14th October.
GLASGOW and LIVERPOOL	"DARDANUS"	On 17th October.
GLASGOW and LIVERPOOL	"MACHAON"	On 23rd October.
GLASGOW and LIVERPOOL	"FROMTHEUS"	On 25th October.
GLASGOW and LIVERPOOL	"ACHILLES"	On 6th November.

FOR	HOMEWARDS.	TO
LONDON	"PYRRHUS"	On 15th October.
LONDON	"CALCHAS"	On 23rd October.
LONDON	"NESTOR"	On 12th November.
LONDON	"MACHAON"	On 26th November.
LIVERPOOL DIRECT	"ULYSSES"	On 14th October.
LIVERPOOL DIRECT	"DARDANUS"	On 15th November.

The S.S. "NESTOR," from GLASGOW and LIVERPOOL, left Singapore on the 5th inst., a.m., and is expected here on the 10th inst.
For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS O. S. S. Co.
Hongkong, 7th October, 1901. [15]

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO
CHEFOO & NEWCHWANG	"CHINKIANG"	On 14th October.
SHANGHAI	"WHAMPOA"	On 14th October.
TIENSIN	"PAKHOI"	On 19th October.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 26th September, 1901. [16]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING (via SWATOW AND AMOY).
The Company's Steamship

"MAIDZURU MARU."
Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 16th inst. For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 9th October, 1901. [18]

COMPAGNIE DES MESSAGERIES MARITIMES.

SAIGON, SINGAPORE, RATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, DIBOUTY, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALGER.

ON MONDAY, the 21st October, 1901, at 1 P.M., the Company's Steamship "LAOS," Captain Rigault, will leave this port for MARSEILLES via ports of call, WITHOUT TRANSSHIPMENT.
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Passengers, until 3 P.M. on the 20th October. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.
For further particulars, apply at the Company's Office.
P. DE CHAMPMORIN,
Acting Agent.
Hongkong, 9th October, 1901. [2]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at TONGA, PORT DARWIN and QUEENSLAND PORTS, and sailing through OCEAN to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

"AUSTRALIAN"
Captain Helms, will be despatched for the above ports on THURSDAY, the 24th inst., at 4 P.M.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 4th October, 1901. [2546]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.
PROPOSED SAILINGS FROM HONGKONG.
"SATSUMA" On 26th October.
"KURDISTAN" On 30th November.
"LENNOR" On 20th November.
"RICHMOND CASTLE" End of November.
"HILLGLEN"
"LOWTHER CASTLE"
For Freight and further information, apply to
DODWELL & CO., LTD.,
Agents.
Hongkong, 4th October, 1901. [1739]

SHEWAN TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship
"ADANA,"
Captain A. Smith, will be despatched for the above port on 10th November, 1901.
For Freight, apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 23rd September, 1901. [2418]

VESSELS ON THE BERTH
U. S. MAIL LINES.

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"CHINA"	SATURDAY, 19th October, at DAYLIGHT.
"DORIC"	TUESDAY, 23rd October, at NOON.
"PERU"	TUESDAY, 12th November, at NOON.
"COPTIC"	WEDNESDAY, 20th November, at NOON.
"CITY OF PEKING"	SATURDAY, 7th December, at NOON.
"GAELIC"	SATURDAY, 14th December, at NOON.

THE P. M. S.S. Co.'s Steamship "CHINA" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 19th October, at DAYLIGHT, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and other direct lines.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of the Navy, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted to Missionaries, members of the Navy and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and will be allowed a reduction of ten per cent from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full first-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M., same day; all Parcel Packages should be marked to address in full, value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 8th October, 1901.
GEO. ECKLEY,
ACTING AGENT. [3-4]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHAFON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND N. FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "STRATHGYLE" On 20th October.
S.S. "KVAEREN" On 20th November.
S.S. "THYRA" On 15th December.

THE Steamship "STRATHGYLE" will be despatched for SAN FRANCISCO via MOJITO, KOBE and YOKOHAMA on SUNDAY, the 20th October.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Francisco, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, China and Japan.
Hongkong, 8th October, 1901. [14]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.
(ROB. M. SLOMAN & CO., HAMBURG.)
FOR NEW YORK.
THE full-powered Steamship
"CLAVERDALE"
will be despatched for the above port on WEDNESDAY, 30th inst.
For Freight, apply to
CARLOWITZ & CO.,
Agents.
Hongkong, 28th September, 1901. [2395]

NATAL LINE OF STEAMERS.
THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with the CHINA-STAR NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPT. PORTS every fortnight.
For Freight and further particulars, apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1897. [5]

NOTICES TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"COROMANDEL"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex s.s. India.
From Australia, ex s.s. Roma.
From Calcutta, ex s.s. Syria and Sicilia.
From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M., To-day, 10th inst.

Goods not cleared by the 17th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

H. A. RITCHIE,
Superintendent.
Hongkong, 10th October, 1901. [1]

"BEN" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.

S.S. "BENLOMOND,"
FROM LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 30th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.
Hongkong, 9th October, 1901. [2577]

FROM HAMBURG, BREMEN, ROTTERDAM, PORT SAID, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SEGOVIA"

Captain Forer, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-day, 9th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE,
Hongkong Office.
Hongkong, 9th October, 1901. [2579]

STEAMSHIP "SALAZIE."
COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s. Dover, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless information is received from the Consignees before Noon, To-day, the 7th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining undelivered after MONDAY, the 14th inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 14th inst., or they will not be recognised.

All damaged packages will be examined on MONDAY, the 14th inst., at 3 P.M.
No Fire Insurance has been effected.
P. DE CHAMPMORIN,
Acting Agent.
Hongkong, 7th October, 1901. [3]

NAVIGAZIONE GENERALE ITALIANA (FLORENCE AND RAVENNA UNITED COMPANIES).

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"BORMIDA"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, whence delivery may be obtained.

Perishable Goods to be taken delivery of immediately.

All damaged packages must be left in the Godowns, and a certificate obtained from the Godown Company, within seven days after the vessel's arrival here, after which no claims will be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 14th instant, will be subject to rent.

Bills of Lading will be countersigned by CARLOWITZ & CO., Agents.
Hongkong, 7th October, 1901. [7]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"CATHERINE APCAR"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once.

Cargo remaining on board after 2 P.M. on the 13th inst., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DAVID SASSOON, SONS & CO., Agents.
Hongkong, 10th October, 1901. [2385]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"NESTOR"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd.; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 14th inst.

Optional cargo will be landed unless notice has been given prior to steamer's arrival.

Goods undelivered after the 20th inst., will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 21st instant.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 11th October, 1901. [15]

HONGKONG STEAMERS.

Bakan Maru, Jap. str., 320, Kawamoto, Sept. 24, Japanese.

Benedi, British str., 1,483, Clark, Oct. 11, Gibb, Livingston & Co.

Bygde, Norwegian str., 771, Carlson, Oct. 9, Sander, Wieler & Co.

Catherine Apcar, British str., 1,730, Belson, Oct. 10, J. Sassoon, Sons & Co.

Cebu, Amr. str., 418, Anchusgarri, Sept. 29, Brando & Co.

China, Rogier, Brit str., 1,292, Smith, Sept. 8, Japanese.

China, American str., 3,187, Seabury, Oct. 10, P. M. S. S. Co.

Clara, German str., 675, Uldrup, Oct. 12, Jensen & Co.

Dagmar, German str., 1,410, Gossowich, Oct. 19, Jensen & Co.

Elcano, American str., 510, Altona, Sept. 3, Brando & Co.

Else, German steamer, 903, Ricks, Oct. 13, Chinese.

Empress of China, Brit str., 3,003, Archibald, Oct. 1, C. P. R. Co.

Fushun, British steamer, 1,500, Lumt, Oct. 12, Chinese.

Gloucester City, British str., 1,400, Nilsen, Oct. 13, Orler.

Haiten, British steamer, 1,183, Roach, Oct. 12, Douglas Lippell & Co.

Hermes, Norwegian str., 849, Knulsen, Oct. 5, Sander, Wieler & Co.

Holstein, German str., 985, Island, Oct. 3, Jensen & Co.

Hue, French steamer, 704, Goldman, Oct. 13, A. R. Marty.

Indrapura, British str., 3,152, Hollingsworth, Sept. 29, Allan Cameron.

Kagoshima Maru, Jap. str., 2,731, Kori, Oct. 10, Nippon Yusen Kaisha.

Kata, Austrian str., 1,341, Vidossich, Oct. 7, Orler.

Kinshin Maru, Jap. str., 2,459, Pyne, Oct. 11, Nippon Yusen Kaisha.

Macduff, British str., 1,832, Clogg, Oct. 11, McDowell & Co., Limited.

Maidaura Maru, Japanese str., 667, Saitan, Oct. 12, Mitsui Bussan Kaisha.

Ousang, British str., 1,787, Davis, Oct. 11, Jardine, Matheson & Co.

Phra C. Kiao, Ger. str., 1,011, Goercken, Oct. 9, Melchers & Co.

Protector, Norw. str., 1,689, Thorstensen, Oct. 8, East Asiatic Trading Co., Limited.

Sabine Rickmers, British str., 690, Nasbet, Oct. 8, Arnold, Karberg & Co.

Sandakan, German str., 1,374, Brandstetter, Oct. 7, Melchers & Co.

Sishan, British str., 852, Holten, Oct. 8, Bradley & Co.

Talchour, German str., 882, Reher, Oct. 4, Butterfield & Swire.

Victoria, American str., 2,112, Panton, Aug. 1, McDowell & Co., Limited.

Whampoa, British str., 1,109, Laver, Oct. 11, Butterfield & Swire.

SAILING VESSELS.

Albania, British ship, 1,438, Brownell, Sept. 26, Orler.

Celeste Burrill, British ship, 1,764, Jeffry, May 29, Orler.

Geo. Valentine, French bk., 766, Harbert, Aug. 23, Orler.

Helen A. Wyman, Amr. ship, 1,864, Vankon, Sept. 10, Arnold, Karberg & Co.

H. J. Albrecht, German schr., 701, Andersen, Oct. 10, Master.

Kentmore, British ship, 2,347, Bandy, Sept. 19, Standard Oil & Co.

Launberg, Brit. bark, 1,213, McDougall, Aug. 14, Master.

Lucia, British bark, 640, Andersen, Oct. 2, Master.

Manuel Laguno, Amr. ship, 1,650, Nichols, June 30, Standard Oil Co.

Sea Witch, Amr. ship, 1,172, Howes, Feb. 21, Master.

